



PUBLIC WORKS DEPARTMENT

September 10, 2009

TO: Jim Hendryx, Community Development Director

FROM: Dan Brown, Public Works Director 

SUBJECT: **WOODBURN DOWNTOWN DEVELOPMENT PLAN UPDATE
CHANGES TO THE TRANSPORTATION SYSTEM PLAN**

The Woodburn Downtown Development Plan Update has recommended changes to the Transportation System Plan regarding street cross sections. It is my recommendation that any amendments to the Transportation System Plan with regard to street cross sections be addressed by adding new cross sections to menu of potential solutions versus making cross sectional changes street specific. The reasoning for this recommendation is that the street cross section used for street improvements should be based upon the transportation system need to address community development versus a pre-determined cross section applied due to street classification.

The Downtown Plan recommends that on-street parking be provided for Young Street west of Mill Creek and east of Front Street. However, the current TSP classifies Young Street as Minor Arterial and the TSP cross section for an arterial does not provide for on-street parking. Adopting the recommendation of the Downtown Plan to provide on-street parking should be addressed in a broader context than simple deviation from the standard cross section for an arterial for this specific section of Young Street. Rather, I would prefer that the amendment to the TSP define alternative cross sections that may be applied if conditions warrant. I recommend that the City consider adoption of a Boulevard cross section similar to that promoted by METRO for softening arterials in an urban environment. The compromises associated with traffic flow and management must be weighed by the urban planners and engineers when adopting a Boulevard cross section versus the current arterial cross section. This decision as to applying an appropriate cross section for a specific street must be made in the context of its impact on the entire transportation system and the anticipated land uses adjacent to the street. Depending on how property redevelops along Young Street, it remaining a minor arterial may be the best design for the City. However, I do strongly advocate that urban planners have the flexibility within the TSP to adopt a Boulevard cross section should it be a more appropriate solution for the community.

The Downtown Plan also identified the application of one-way streets and diagonal parking. I recommend any amendment to the TSP not be street specific, but rather provide a standard cross-section for a one-way street providing diagonal parking, thru

PUBLIC WORKS DEPARTMENT

September 10, 2009

Page 2

lane, bike lane, and sidewalks. This cross-section would be applicable where appropriate and would be based upon the transportation system needs and land use in the vicinity of the street.

The TSP should provide flexibility to adopt the appropriate cross-section to meet the specific needs of the community. It should also be understood that the fiscal resources are not available to improve the transportation system to the cross-sections specified for new development and that in areas of redevelopment it is difficult to anticipate what cross-section would serve best the revitalization of that segment of the community. The reality is that the City of Woodburn will have to adopt cross-sections that fit within existing right-of-way and this is the design constraint that will dictate the final cross-section.

In conclusion, it is my recommendation that any changes to the TSP simply be the addition of optional cross-sections that may be applied if land use and urban planning conditions warrant. I believe it is premature to amend the TSP with any specific changes in classification or the application of a non-standard cross section to a specific street based upon the finding of the Woodburn Downtown Development Plan Update.